SEEKER

SEEKER 14 | 16 | X16 | 20 | 24

EARLY RIDER

USER MANUAL

HEY! THANK YOU...

Thanks for choosing an Early Rider. Our bikes are brought to you by a small team of life-long bikers based in Henley -on- Thames, UK.

We love what we do and hope that shows in the bike that you have chosen. If you have any questions drop us a line at **info@earlyrider.com**

So, you're ready for your first adventure. Why not hashtag us on Instagram and share it with the world?
@earlyriderbikes **#earlyrider**

Your Early Rider will be fully assembled when purchased from an Early Rider authorised dealer.

If you have purchased your bike online then some assembly will be required. This manual will guide you through the final assembly.

The instructions are intended to detail important points vital for the safe and efficient running of your bike, and to run through the adjustment of the bike to accommodate your child's development.

Please retain these instructions for future reference.

Please keep a record of your bike's serial number. The serial number is stamped on the underside of the frame and consists of letters and numbers stamped into the frame bottom bracket shell. Please retain your sales receipt as proof of purchase. If you ever need to contact customer service, it's more than likely we will ask you for this information.

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SEEKER 24

- A BRAKE LEVER
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- C STEM
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- E HEADSET
- F FORK
- G BRAKE ROTOR
- H BRAKE CALIPER
- I PEDAL
- J CRANK
- K FRONT SPROCKET
- L CHAIN
- M SEAT CLAMP
- N SEAT POST
- O SADDLE
- P CASSETTE
- Q REAR DERAILLEUR
- R V-BRAKE CALIPER
- S BELT
- T REAR SPROCKET

SEEKER 20

SEEKER X16

SEEKER 16

SEEKER 14

RECOMMENDED TOOLS

4mm Allen Key
5mm Allen Key
6mm Allen Key
Cross head screw driver
Torque wrench

TORQUE VALUES

STEM HANDLEBAR CLAMP BOLTS	5-6 Nm
STEM STEERER TUBE BOLTS	5.2 Nm
CRANK BOLT (S14/S16)	30 Nm
SEATCLAMP	5-6 Nm
SEAT RAIL CLAMP	14-16 Nm
BRAKE LEVERS	6-8 Nm
BRAKE CALIPER BOLTS	6-8 Nm
DISC ROTOR BOLTS	6.2 Nm
SHIFT LEVER	3-4 Nm
REAR DERAILLEUR	8-10 Nm
HEADSET	3 Nm
PEDALS	30 Nm
WHEEL/DROPOUT BOLT	8 Nm
CASSETTE	30-50Nm
CRANK PRE LOAD BOLT (S20/S24)	0.7-1.5 Nm
CRANK PINCH BOLT (S20/S24)	12 Nm

The Seeker's are children's bikes. As such, they are not intended for use by an adult. Incorrect use could result in damage to parts on the bike including, but not exclusive to, the frame, forks, cranks and wheel set.

Intended Use: Seeker 14 - Condition 0 | Seeker 16/x16 - Condition 0 | Seeker 20 - Condition 2 | Seeker 24 - Condition 2

This is a set of conditions for the operation of a children's bicycle under appropriate parental supervision in a manner consistent with the child's bicycling skills.

This is a set of conditions for the operation of a bicycle on a regular paved surface where the tires are intended to maintain ground contact.

This is a set of conditions for the operation of a bicycle that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur. Drops are intended to be limited to 15cm (6") or less

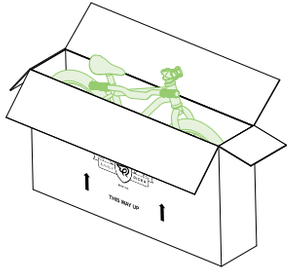
This is a set of conditions for operation of a bicycle that includes Condition 1 and Condition 2 as well as rough trails, rough unpaved roads, and rough terrain and unimproved trails that require technical skills. Jumps and drops are intended to be less than 61cm (24").

This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, and 3, or downhill grades on rough trails at speeds less than 40km/h (25 mph), or both. Jumps are intended to be less than 122cm (48").

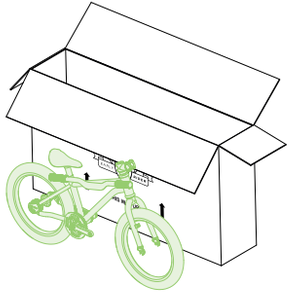
This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, 3, and 4; extreme jumping; or downhill grades on rough trails at speeds in excess of 40km/h (25 mph); or a combination thereof.

Although we test our bikes beyond their intended usage and weight, the maximum safe combined weight for rider + luggage is as follows: **Seeker 14: 30kg** **Seeker 16/x16: 35kg** **Seeker 20: 40kg** **Seeker 24: 50kg**

Note: The bike is NOT suitable for the fitting of a luggage carrier, child seat or bicycle trailer.
It is not recommended to to fit stabilisers to the bike.

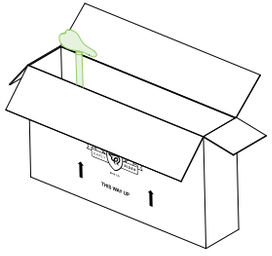


1 Lift the folded tabs from the box. Be careful not to damage the bike box. It can be used again.

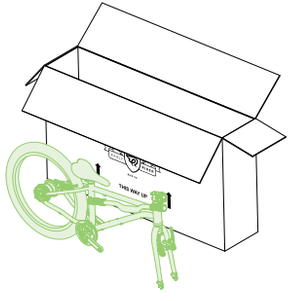


2 Lift the bike upwards and out of the box.

UNBOXING SEEKER 20

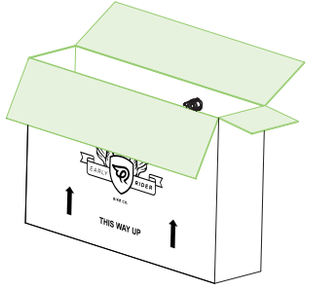


1 Lift the folded tabs from the box. Be careful not to damage the bike box. It can be used again. Lift the seat post assembly out of the box. Keep this in a safe place.

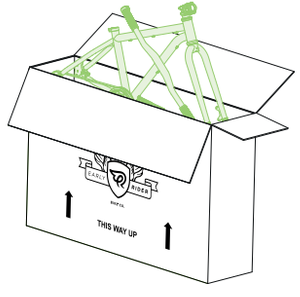


2 Lift the bike upwards and out of the box.

UNBOXING SEEKER 24

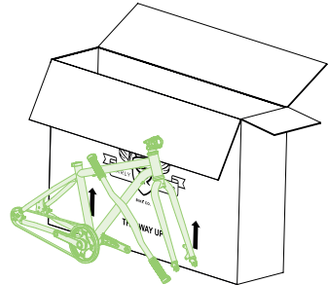


1 Lift the folded tabs from the box. Be careful not to damage the bike box. It can be used again.



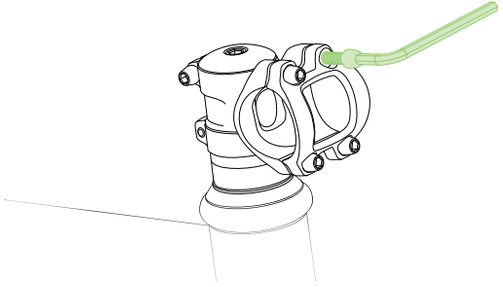
3 Lift the bike upwards out of the box.

2 Lift the seatpost assembly and wheels out of the box. Keep these in a safe place.

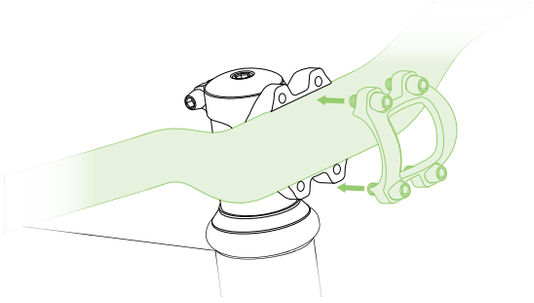


4 Place the bike in a bike work stand, it will make the bike easier to assemble, if a work stand is not available rest the bike on the ground.

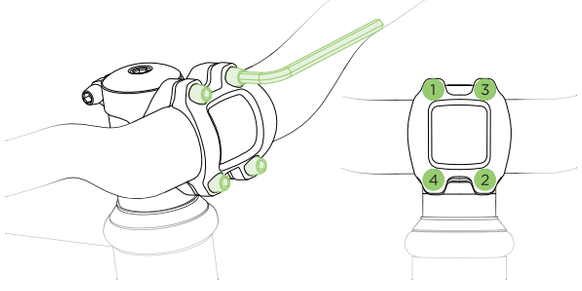
HANDLEBAR ASSEMBLY



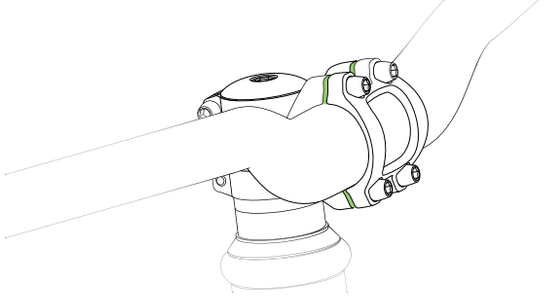
1 Remove protection from stem and remove the protective wrapping from the handlebar. Remove the stem bolts using the 4mm allen key and put them somewhere safe.



2 Mount the handlebar to the stem and install the faceplate.

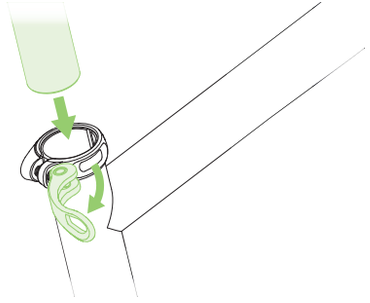


3 Tighten the screws in the order above 1 - 4 to achieve even clamping.

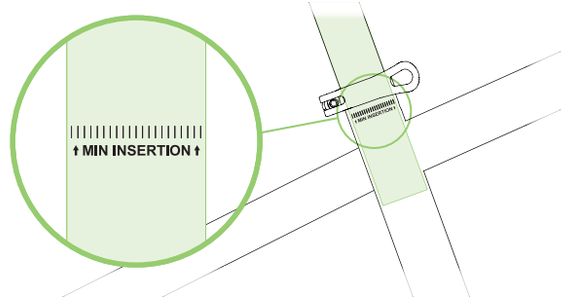


4 Make sure the gaps of the stem are even, and that the logos are centrally aligned. Torque bolts to 5-6Nm.

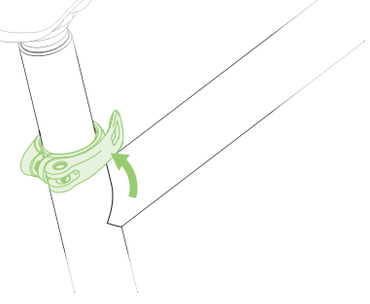
SEATPOST MINIMUM INSERTION AND HEIGHT ADJUSTMENT



1 Remove the saddle and seatpost assembly from the packaging. Loosen the seat clamp by opening the quick release (QR) lever and insert the seatpost.

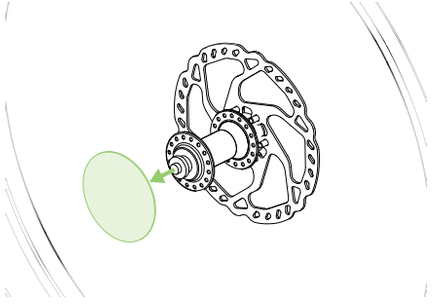


2 It is important the seat post is always inserted past the minimum insertion mark on the seatpost.

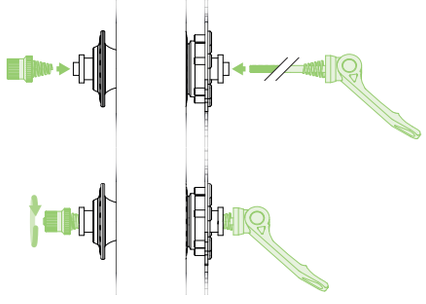


3 Tighten the QR clamp by closing the lever.

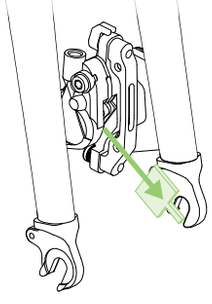
FRONT WHEEL ASSEMBLY (S20/24)



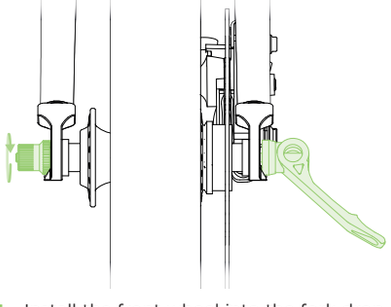
1 Remove the packaging from the front fork and the front wheel.



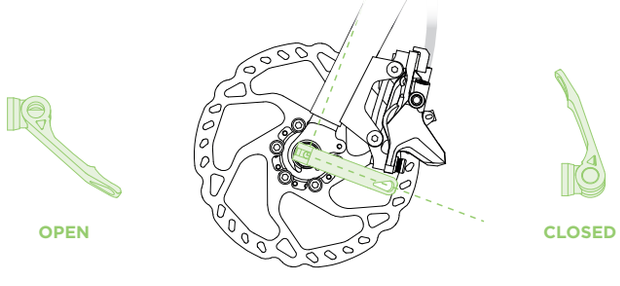
2 Install the QR axle assembly from the supplied parts kit and install the axle as shown above.



3 Remove the disc pad spacer from the front fork.

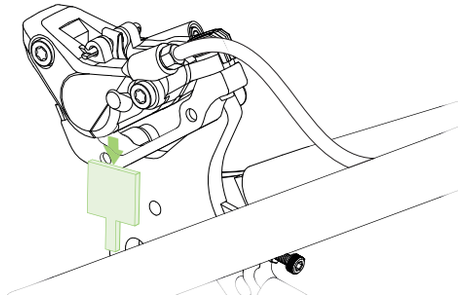


4 Install the front wheel into the fork drop-outs, hold the quick release lever in fully open and tighten the quick release nut clockwise, but do not fully tighten it.

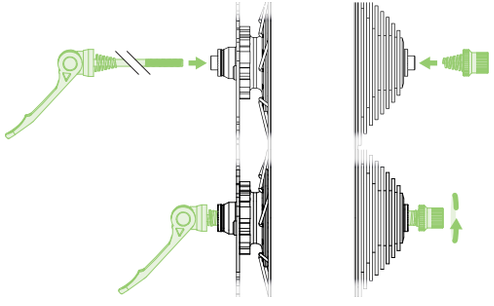


5 Clamp the quick release lever to the fully closed position and position under the brake caliper pointing towards the rear of the bike. The tightness of the quick release lever can be adjusted by holding the lever open and adjusting the quick release nut.

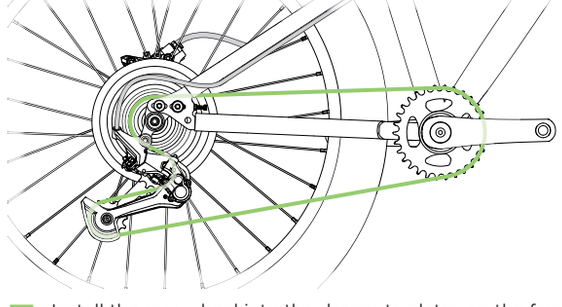
REAR WHEEL ASSEMBLY (S24)



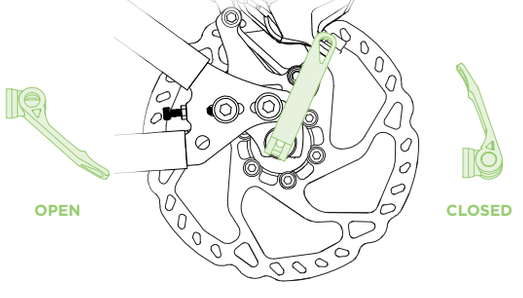
1 Remove the disc pad spacer from the rear brake caliper.



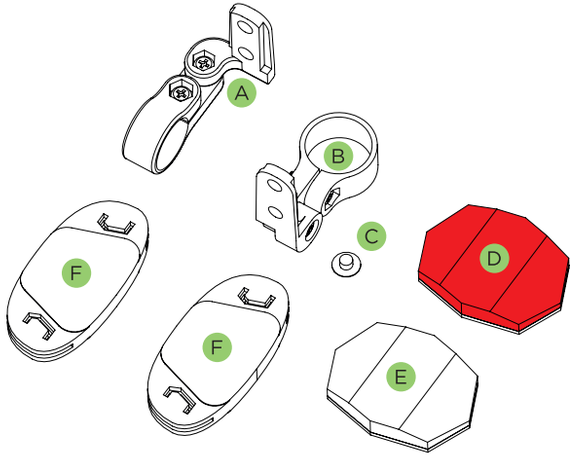
2 Install the QR axle assembly from the supplied parts kit and install the axle as shown above.



3 Install the rear wheel into the dropouts plates on the frame. Make sure the chain wraps around the cassette. To make this easier pull the rear mech towards the back of the bike.



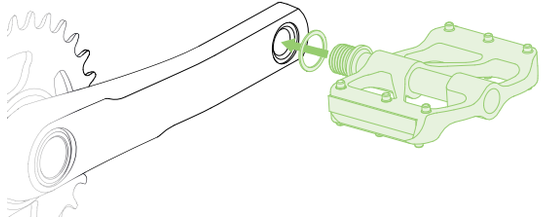
4 Clamp the quick release lever to the fully closed position and position under the brake caliper pointing towards the rear of the bike. The tightness of the quick release lever can be adjusted by holding the lever open and adjusting the quick release nut.



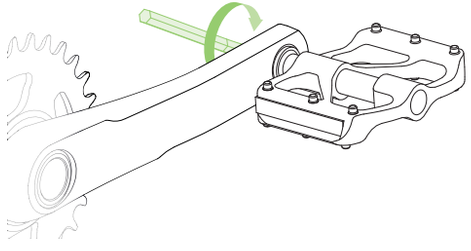
A 1 X RIGHT ANGLED 22.2MM BRACKET
B 1 X STRAIGHT BRACKET
C HEADSET BOLT INSERT
D 1 X RED REAR REFLECTOR
E 1 X WHITE FRONT REFLECTOR
F 2 X WHEEL REFLECTORS

TOOLS REQUIRED
Crosshead screw driver

PEDAL ASSEMBLY

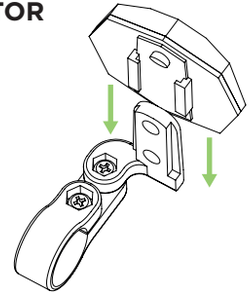


1 Make sure you take note of which pedal is the right hand pedal, and which is the left hand pedal. Apply some grease to the threads. If there are washers supplied in the parts kit, make sure to use them.

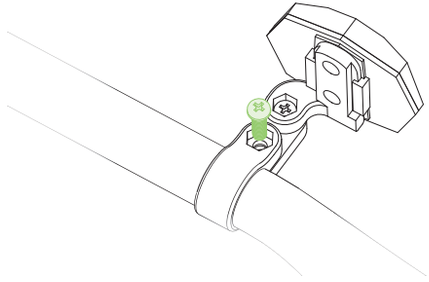


2 Using the 6mm allen key provided, tighten the pedal to 35Nm. The drive-side pedal is tightened clockwise, the non drive-side pedal is tightened anti-clockwise.

FRONT REFLECTOR

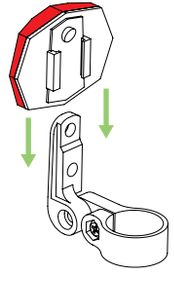


1 To fit the reflectors. Locate the 22.2mm right angled bracket and white reflector. Slide the reflector down on to the bracket until the it “clicks” into position.

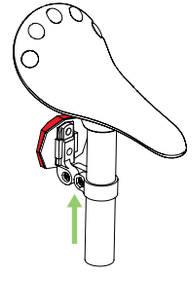


2 Remove the split screw from the bracket and fit to the handlebar by slotting the handlebar between the split in the bracket. Re install the screw and nut and tighten to 3Nm.

REAR REFLECTOR



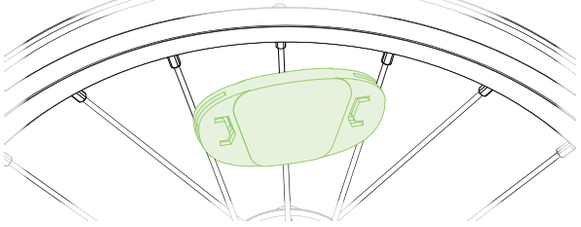
1 Locate the appropriate bracket. Slide the red reflector down onto the bracket until the reflector “clicks” into position.



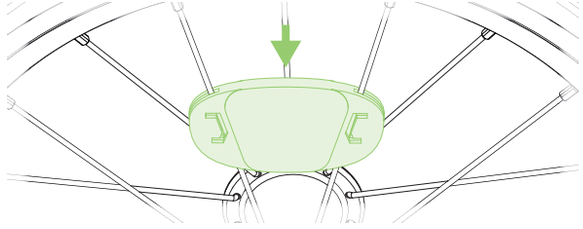
2 Remove the split screw from the bracket and fit to the seatpost by slotting the post between the split in the bracket. Re install the screw and nut and tighten to 3Nm.

WHEEL REFLECTOR

Your bike will be supplied with 2 x wheel reflectors. These can be installed on either side of the bike. There is one for each wheel

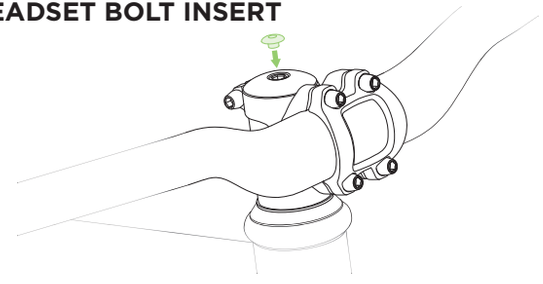


1 To install, slot the wheel reflector between 2 spokes coming from the same side of the hub e.g. drive-side or non drive-side.



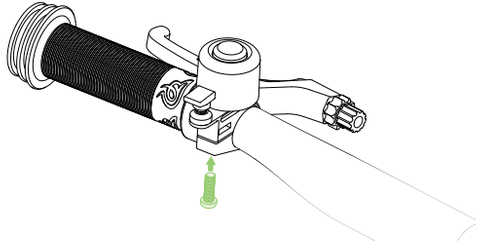
2 Slide the reflector towards the centre of the wheel until you feel the it locates with a soft “click”into position.

HEADSET BOLT INSERT

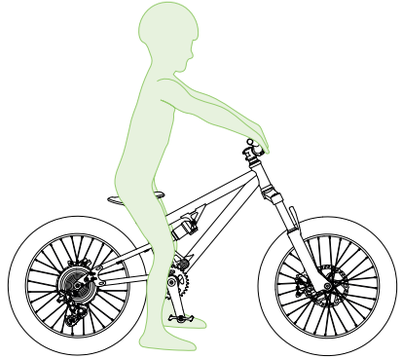


To fit the headset bolt insert - push the insert by hand into the headset bolt. The insert will help stop water/mud from settling inside the bolt and protect it from corrosion.

BELL



Some bikes are supplied with a bell. To install the bell, remove the bolt using the crosshead screwdriver. Slot the handlebar between the split in the bell and re tighten the bolt to 3Nm.



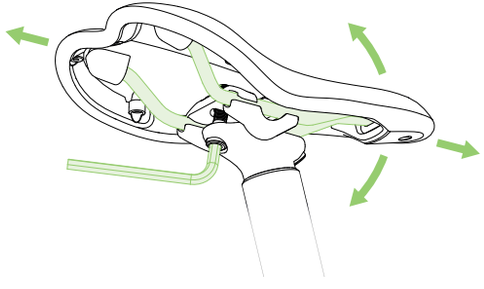
Sit your child on the bike. Adjust the saddle position so that your child can support themselves with their feet on the ground and their legs slightly bent.

They need to be comfortable and stable when they are getting started on the bike. Once familiar with the bike, you can begin to raise the saddle height to enable a little extra pedal power, but be sure to do this only as your child’s confidence develops.

Encourage your child to pedal with the ball of their foot. In time you can get them to a riding position where the leg is slightly bent at the bottom of the pedal stroke for optimum efficiency.

Your seat post is marked to indicate the maximum permissible height of the saddle. For safety reasons, do not exceed the maximum extension mark.

SEAT RAILS



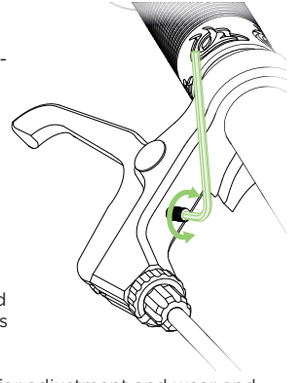
The Seeker bikes are equipped with anatomically correct performance seats specially designed for children. It uses rails together with a micro-adjust seatpost to give you precise control over reach and angle. We recommend you work with your child to find the perfect position.

To adjust simply loosen the allen key bolts under the seat at the top of the seat post (see pic). Once loose you will be able to move the seat backward and forwards and angle it up and down. Once the desired position has been found just tighten the bolt to 14-16 Nm and you’re ready to ride!

CHECK YOUR BRAKES

Your Early Rider is set up so the right hand brake lever operates the front brake. If the destination country drive on the right, the right hand brake will operate the rear brake. Please check before the first ride.

The Seeker bikes are fitted with reach adjust brake levers. You can adjust the reach to the lever using the allen head screw to find the perfect reach for your child's hands.



Squeeze the brakes before setting off on a ride to make sure they are working correctly. If not, please refer to the downloadable manufacturers user manual or contact your local dealer.

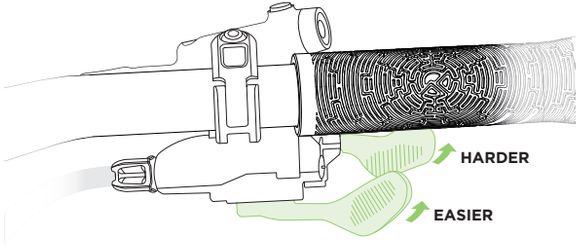
Encourage your child to pull the brake lever smoothly and gradually. Remember that braking will throw the rider's weight forward and so when the brakes are applied, extend or tense the arms to resist this motion.

Regularly inspect the brakes for adjustment and wear and make sure your child knows which brake lever operates which wheel.

FOR FURTHER INFORMATION AND MAINTENANCE TIPS, PLEASE DOWNLOAD THE RELEVANT USER GUIDE FROM EARLYRIDER.COM

CHECK YOUR GEARS (S20 / S24)

Shift gears by pushing the triggers with your thumbs. To change to an easier gear, push the largest trigger with your thumb (the one nearest to you). To change to a harder gear push the smaller trigger with your thumb (the one furthest from you).



When approaching inclines shift down to an easier gear in good time. The smoothest and fastest gear change happens when changing gears while pedalling with low force.

FOR FURTHER INFORMATION AND MAINTENANCE TIPS, PLEASE DOWNLOAD THE RELEVANT USER GUIDES FROM EARLYRIDER.COM

IMPORTANT STUFF

Periodically check to make sure your gear hanger isn't bent. If it is, contact your Early Rider dealer or customer support.

CHECK YOUR WHEELS & TYRES

TYRES

Check your tyre pressure before riding, either by hand or by using a pressure gauge. Your tyres should be inflated to the pressure range indicated on the tyre sidewalls. Under inflated tyres will increase traction but will be harder to drive and will increase the chance of punctures.

Your bike is fitted with presta valves.

To inflate the tyre, remove the dust cap from the valve. Install your pump. Most bicycle pumps can fit both schradar and presta valves

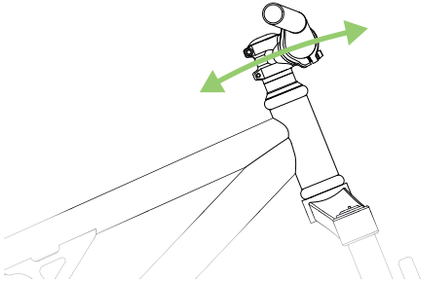
WHEELS

Spin the wheels to make sure the rims run true. If the wheels become untrue, they can easily be repaired by an experienced bike mechanic. It is possible that a light rubbing can be heard when the wheel turns. This sound comes from light contact between the disc and the brake pads, and will disappear after the initial running-in period. If the wheel does not turn freely or the sound does not disappear however, it would be best to seek professional help.

CHECK YOUR STEERING

Your Early Rider bike uses a 'threadless headset'. Threadless headsets use a stem that clamps around an unthreaded steerer tube of a fork.

Although the bearings of a headset don't rotate as frequently as the other bearings on a bike they are among the most important as they control the accurate steering of your bike. A loose headset can quickly damage the bike making it hard to control. Check your headset every time you ride. To check headset tightness, put the front brake on and rock the bike back and forth. If you feel movement tighten the headset.



IMPORTANT STUFF

WARNING! A loose headset can cause a serious accident – ensure that any play here is eliminated before the bike is ridden. Consult a dealer if in doubt.

RIDING IN THE DARK

Your Early Rider Bike comes with a full set of reflectors. Keep them on the bike and keep them clean; they will help your child to be seen by others.

If you and your child will be riding in dull or dark conditions we strongly recommend that you use a set of reliable battery powered lights. We also strongly recommend your child wears reflective clothing when riding, but especially in low light conditions.

BAD WEATHER

Always be aware that brakes do not work as efficiently in wet weather as they do in the dry. Even well maintained brakes will require more pressure on the lever and a longer distance to stop.

Make sure to remind your child to familiarise themselves with braking when they ride in variable conditions. Also remember that visibility is reduced in the wet.

RIDING ON THE ROAD

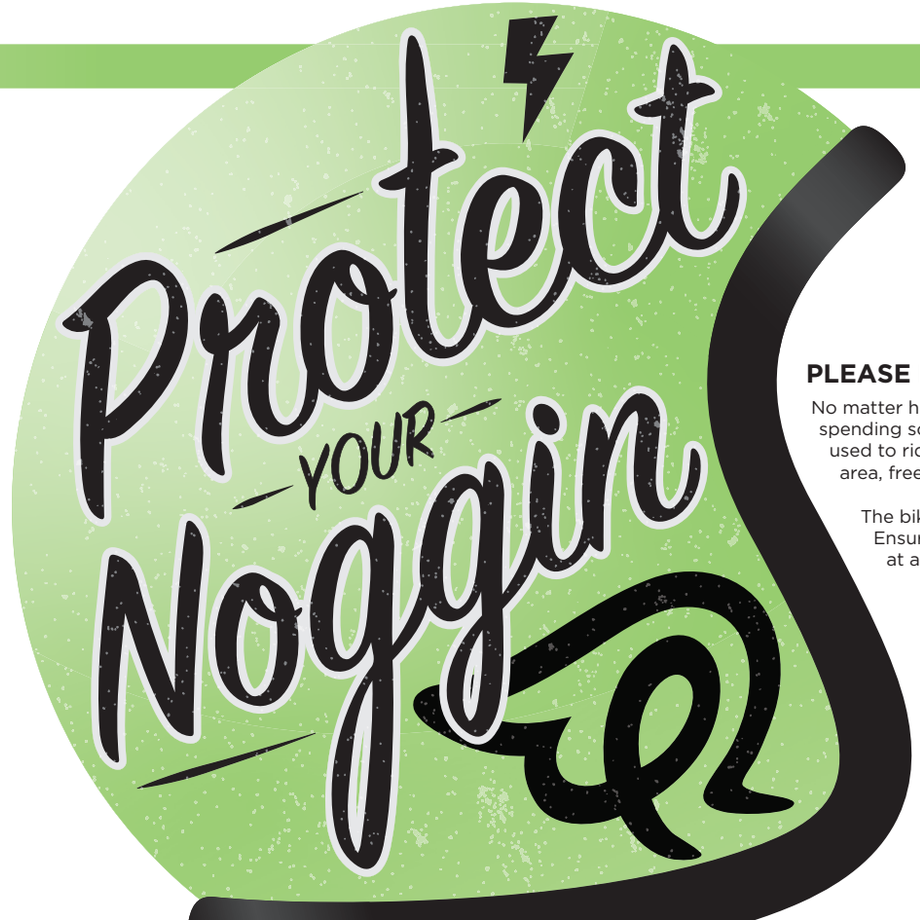
Ride carefully on busy streets or highways. It is the responsibility of the parent or carer to be aware of the laws that apply where you ride. Observe all laws and regulations when riding on public roads.

RISK OF ENTRAPMENT

The moving parts on your bike present a danger of entrapment during normal use and when riding. Particular care should be taken with the chain, sprockets, wheels, brake disc rotors and suspension components when riding and maintaining your bicycle. Make sure the rider dresses appropriately. Loose clothing or accessories can get caught in your wheels or other moving parts and cause you to fall.

HANDLEBAR ENDS

Never ride a bike with an unplugged handlebar end. Handlebar ends can become exposed after a fall or repeated contact with the ground. Parents should regularly inspect a child's bicycle and replace damaged or missing grips.



PLEASE RIDE WITH CARE!

No matter how experienced your child is, it's worth spending some time allowing your child to get used to riding their new bike in a quiet, open area, free from traffic.

The bike is built for speed and awesomeness. Ensure that your child is properly protected at all times and above all...

ALWAYS WEAR A HELMET!

MAINTENANCE SCHEDULE

It is advisable to have your bike serviced regularly to keep it in good working order. If you consistently ride more or in poor weather conditions, then you should check the bike more frequently.

COMPONENTS	CHECKS	FREQUENCY
FRAME & FORKS	Check for damage, discolouring, dents or cracks	Before every ride
TYRES	Check pressure, tread and sidewalls for damage	Before every ride
GRIPS	Check bolts are tight and that grips do not rotate on the bars	Before every ride
BRAKES	Check function	Before every ride
BOLTS & HARDWARE	Check bolts are tight - spray with water dispersant after washing/rain	Weekly
BRAKE PADS	Check wear of brake pads	Weekly
BOTTOM BRACKET	Check for play/damage	Monthly
CRANK BOLT	Check Crank bolts are tight	Weekly
DRIVETRAIN	Keep lubricated, check for wear and replace if necessary	Weekly
WHEELS	Check for trueness and spoke tension, check for bearing play	Weekly

LUBRICANTS

After cleaning your bike, it is advisable to spray with a water dispersant, let it dry and then lubricate moving parts.
The gear cables will benefit from regular lubrication with a suitable bicycle specific lubricant.

COMPONENT	LUBRICANT	FREQUENCY
CHAIN	Oil	Weekly/after washing/rain
GEAR CABLES	Oil	Weekly/after washing/rain
REAR DERAILLEUR	Oil	Weekly/after washing/rain

Although the bike uses corrosion resistant hardware - a small squirt of a water dispersant on all bolt heads will help stop corrosion and keep the bolts looking like new.

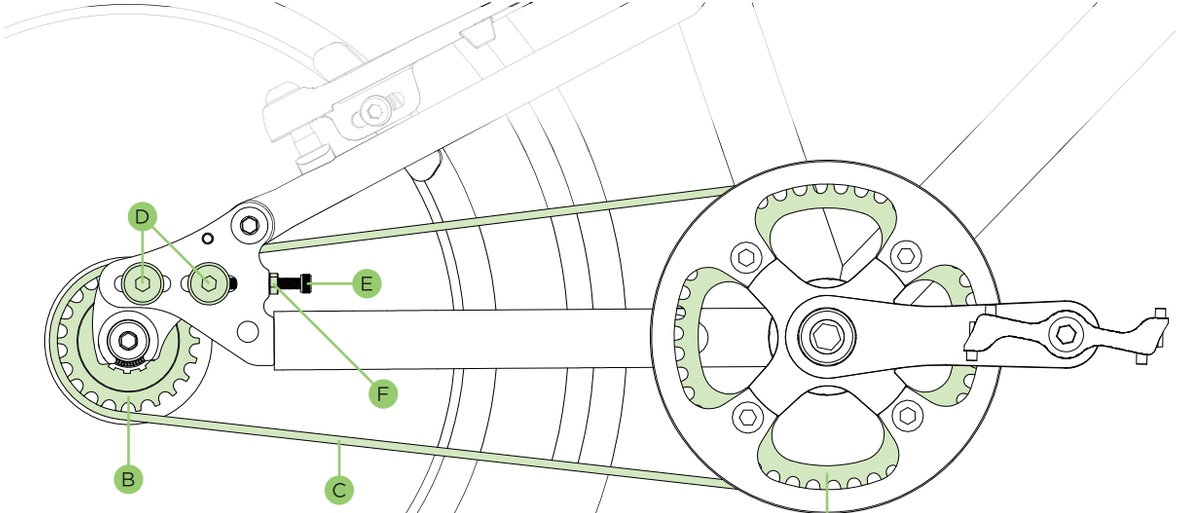
IMPORTANT STUFF

WARNING! If your bicycle uses a belt to drive the sprockets and not a chain. Your belt does not require lubrication. Lubricating your belt will only attract dirt in the same way a chainset does.

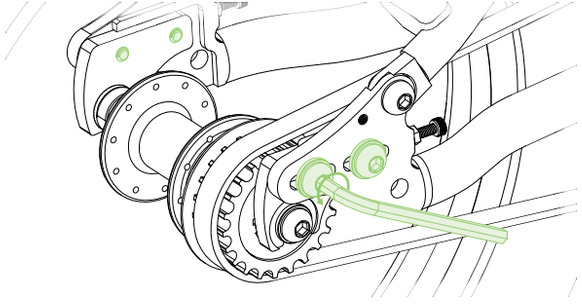
CLEANING

Weather conditions are generally the biggest factor that determine the frequency of cleaning and lubrication. Cleaning your bike regularly means you are more likely to notice any loose or worn components and possible frame damage. A clean, well lubricated bike will also run more smoothly and look great.

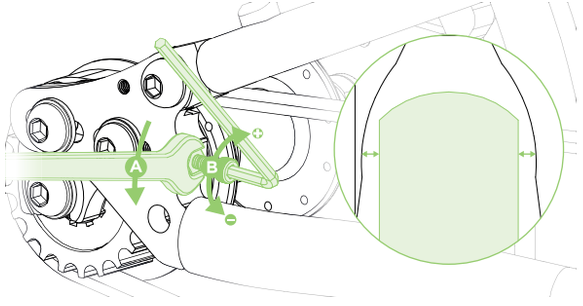
We recommend using a bicycle cleaner, a sponge and a brush. Wash, rinse and dry before lubricating it.
DO NOT JET WASH as this may damage your bike's cartridge bearings.



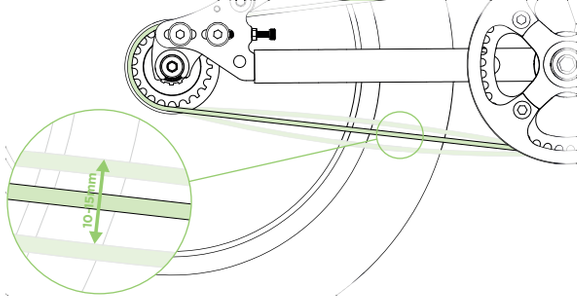
A Front sprocket
B Rear sprocket
C Belt
D Drop out plate bolts
E Tensioner bolt
F Tensioner bolt lock nut



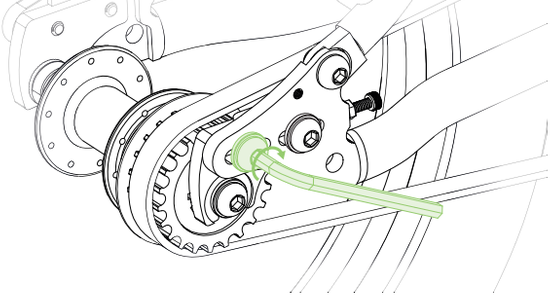
1 To adjust the belt tension and alignment first loosen the right hand side (drive side) and left hand side (non- drive side) dropout plate bolts.



2 **A** - Loosen the tensioner bolt lock nuts. **B** - adjust the belt tensioner bolts, keep the wheel central. To increase belt tension, turn clockwise, to decrease turn anticlockwise.



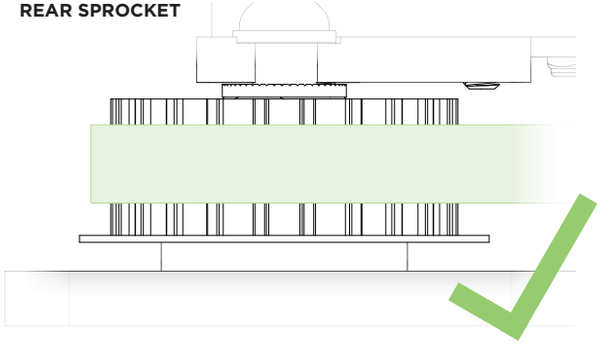
3 Correct tension is achieved when there is approximately 10-15mm of up and down movement in the belt when stationary.



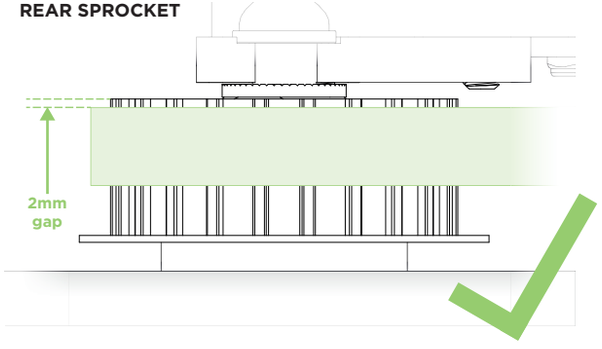
4 Once satisfactory tension has been achieved secure one of the right hand (drive side) dropout plate bolts by tightening to 8nm.

5 To assess belt alignment turn the cranks. Correct alignment is achieved when the belt runs centrally on the front and rear sprockets without contacting the belt guards.

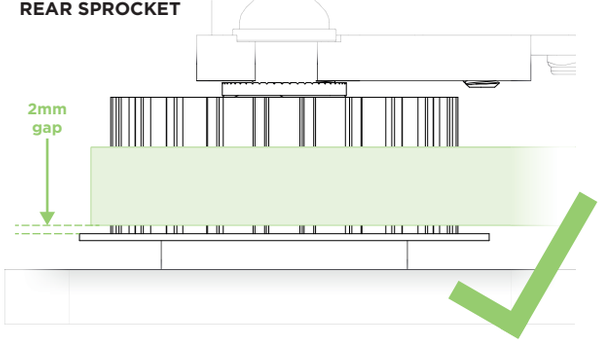
REAR SPROCKET



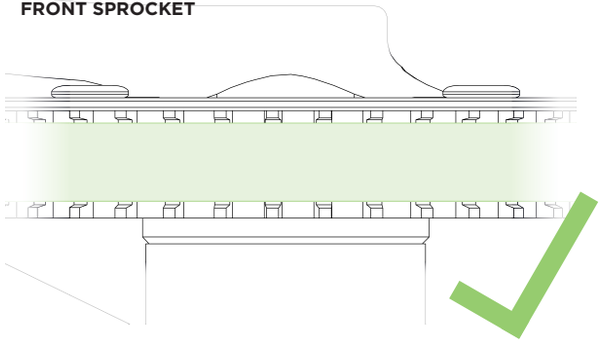
REAR SPROCKET



REAR SPROCKET

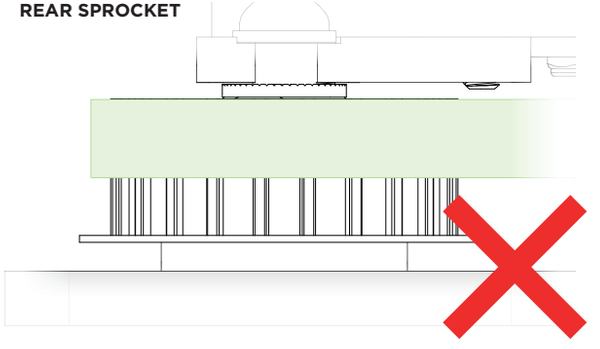


FRONT SPROCKET

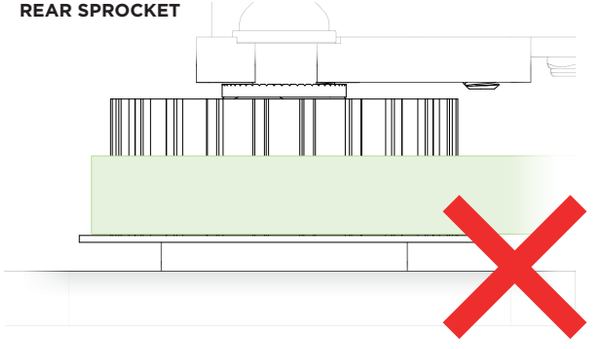


The belt may be biased marginally either left or right but care should be taken to ensure it is not riding up onto the inner or outer edge of the front sprocket, and there is a minimum 2mm margin to either the inside edge or outside edge of the rear sprocket.

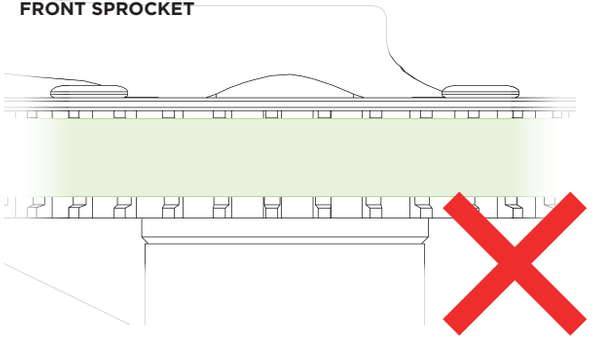
REAR SPROCKET



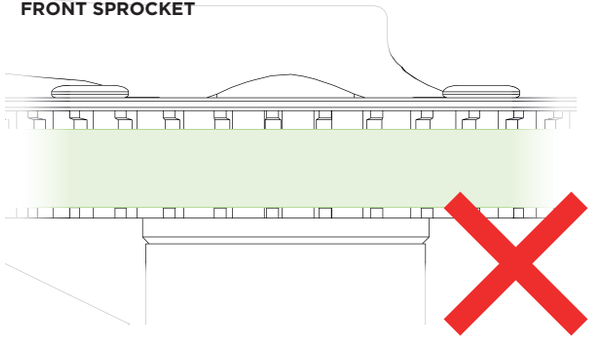
REAR SPROCKET



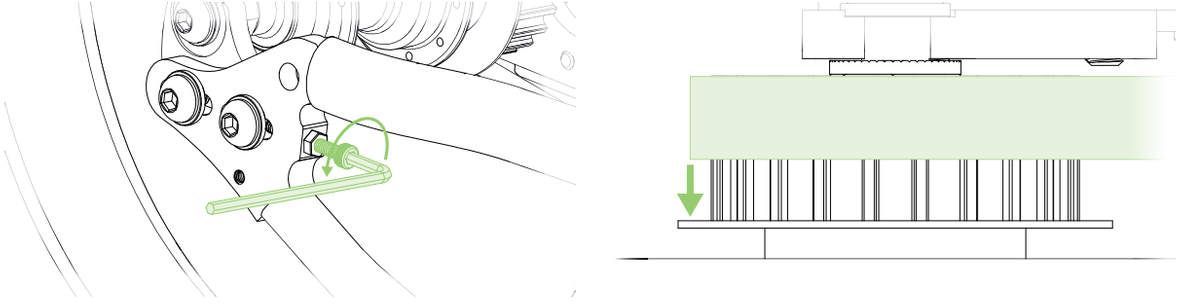
FRONT SPROCKET



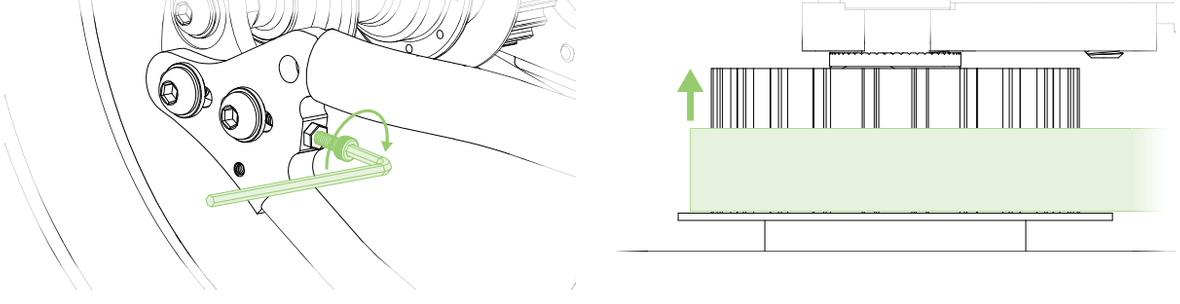
FRONT SPROCKET



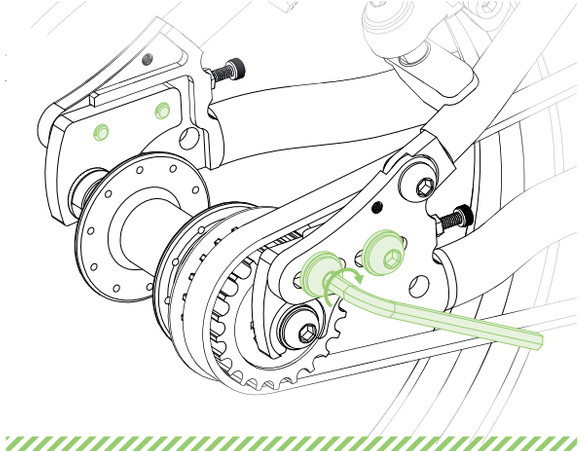
6 If the belt is running too far to the left then wind the non-drive side tensioner bolt anti-clockwise.



If running too far to the right then wind the non-drive side tensioner bolt clockwise.



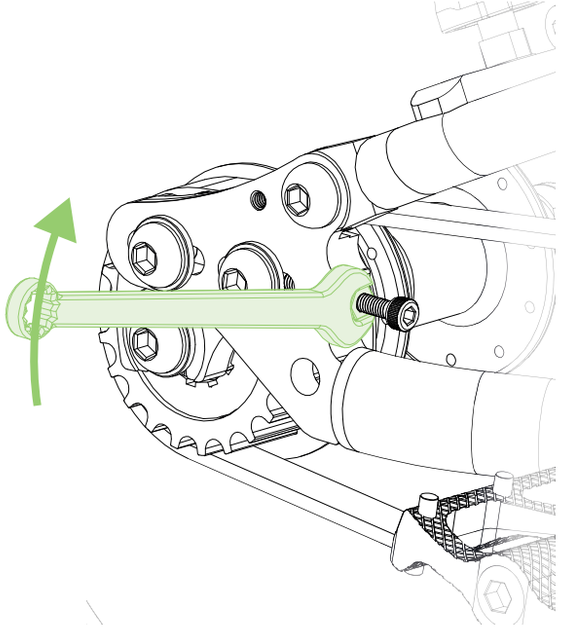
7 Once correct alignment has been achieved secure left hand side (non drive side) dropout plate bolts and remaining right hand side (drive side) drop-out plate bolt by tightening to 8nm. Re-check the belt tension and alignment. **If unsatisfactory repeat the above procedure from step 1.**



ATTENTION

Correct belt alignment is crucial. Make sure to turn cranks for a minimum of 30 seconds when making final assessment.

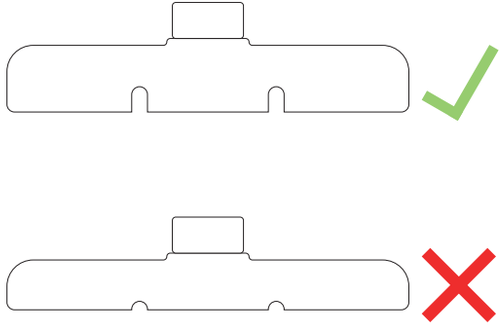
8 Finally lock off the tensioner bolt lock nuts and double check all dropout plate bolts are secure.



V-BRAKES (S14 / S16)

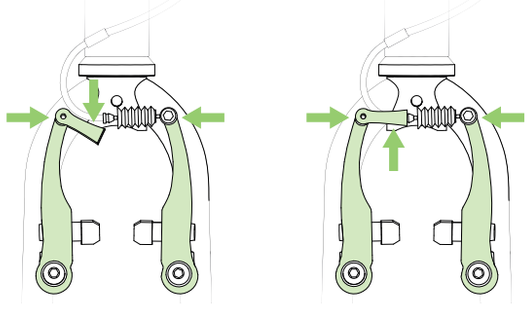
To disconnect the brakes (to remove the wheel for example) you need to release the curved metal tube (the guide pipe or noodle) from it's retainer connected to the brake arm. Grab both brake arms with one hand and squeeze the brakes onto the rim. There should now be enough slack in the cable to unhook the lead pipe. If not, use the barrel adjuster on the brake lever to add a little slack, but remember to take up this slack before riding.

The brake pads on V-brakes have grooves in them to clear water from the rim, replace pads before the pad is worn to the bottom of these grooves. The pads can be simply unbolted to replace. When unbolting be sure to keep the washers and shims in the correct order. Slip these onto the post of the new pad.



Hold the bed flat against the rim and tighten up the Allen bolt. Double check the pad hits the rim squarely without overlapping the edge of the rim.

To reconnect the brakes, squeeze the brakes against the rim and hook the lead pipe back into the retainer. Make sure that the lead pipe is correctly located and that the outer cable is properly seated in the brake lever. As the pads wear, you can take up additional cable slack with the barrel adjuster on the brake lever. Keep an eye on the pads though, make sure that they still hit the rim squarely. It only takes a few moments to correct and may avoid problems later.



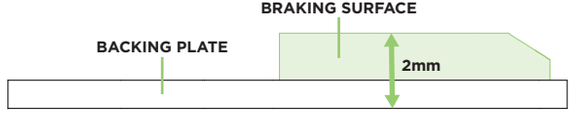
DISC BRAKES (SX16 / S20 / S24)

Regularly check the brake hoses and connections for leaks while pulling on the lever. In the case of brake fluid leakage, contact your Early Rider dealer immediately. A leak in the brake lines can render the brake ineffective.

BRAKE PAD WEAR

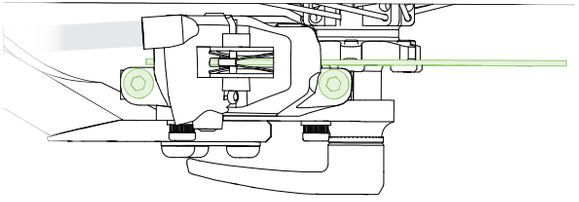
Disc brake pads are subject to wear, depending on usage and conditions. Brake pads must be replaced if the total the thickness of the backing plate and braking surface is less than 2mm. We recommend replacing pads with the same organic compound to maintain performance.

Before riding the bicycle, check that the braking surface thicknesses are 0.5 mm or more. If noise occurs when the brakes are operated, it may indicate that the brake pads have worn down to their usage limit. After checking that the brake system has cooled down sufficiently, check the brake pad thicknesses. Replace the brake pads if the pad wear indicators are visible. Be careful not to allow any oil or grease to get onto the rotor and brake pads, otherwise the brakes may not work correctly. If any oil or grease do get on the pads, you should replace the pads. If any oil or grease gets on the rotor, you should clean the rotor. If this is not done, the brakes may not work correctly.



CENTRALISING YOUR BRAKE

You may periodically need to 'centralise' your brakes. To do this, loosen the 2 calliper bolts so the calliper is free to move, pull the brake lever to the handlebar and re tighten the calliper bolts to 6-8 Nm.



FOR FURTHER INFORMATION AND MAINTENANCE TIPS, PLEASE DOWNLOAD THE RELEVANT DISC BRAKE USER GUIDE FROM EARLYRIDER.COM

IMPORTANT STUFF

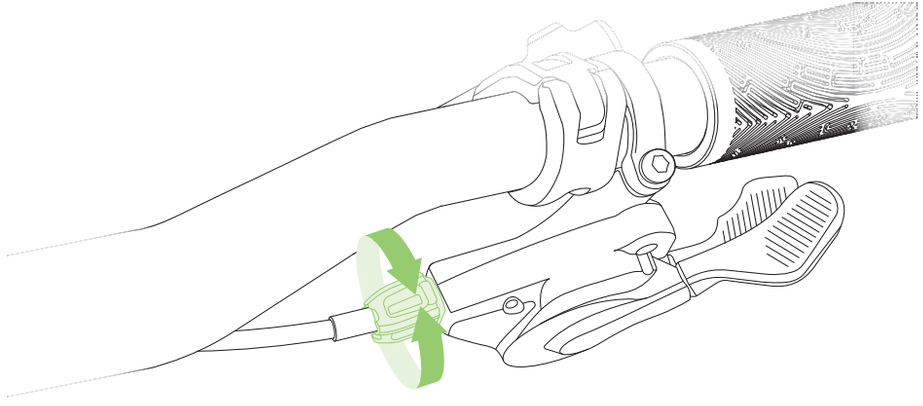
Disc brakes can reach a very high operating temperature. Do not touch them, especially after a long descent, as you can burn yourself.

ADJUSTING GEARS (S20 / S24)

The gears on the bike were carefully adjusted during assembly and checked by your dealer. However, the cables may stretch a little during the first few miles, making gear shifting imprecise and often a noisy drivetrain. If this happens, you may need to adjust the tension in the gear cable. To do this, wind the barrel adjust anticlockwise on the gear shifter by quarter of a turn until the gears function properly and the noise disappears.

Adjusting the rear derailleur accurately is a job for an experienced mechanic. The drivetrain manufacturer has an extensive library of instructions and technical guides on their website or if you have any problems, please consult your local dealer or contact customer service.

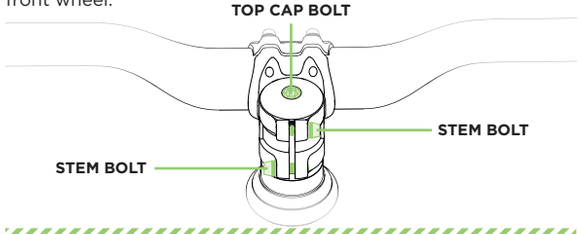
FOR FURTHER INFORMATION AND MAINTENANCE TIPS, PLEASE DOWNLOAD THE RELEVANT USER GUIDES FROM EARLYRIDER.COM



ADJUSTING HEADSET

Adjustment of the headset (or re-tensioning after re-positioning of spacers to adjust the stem height) is relatively straightforward – threadless headsets can be adjusted with allen keys. If the headset is loose, first loosen the stem bolts so that it can move on the steerer.

Tighten the bolt in the centre of the top cap that sits on top of the stem until the play is taken up. Tighten to a maximum of 3Nm. Do not over tighten this top bolt. Rock the bike back and forth with the front brake on to check for play and tighten a quarter turn until the play is eliminated. Then tighten the stem bolts to 5.2Nm ensuring that the stem is lined up with the front wheel.



WARNING: Always tighten fasteners to the correct torque. Do not over-tighten the stem bolts. Doing so can damage the stem-to-fork assembly and risk injury to the rider. An insufficiently tightened stem or handlebar clamp bolt may compromise steering action, which could cause the rider to lose control and fall.

WHEELS

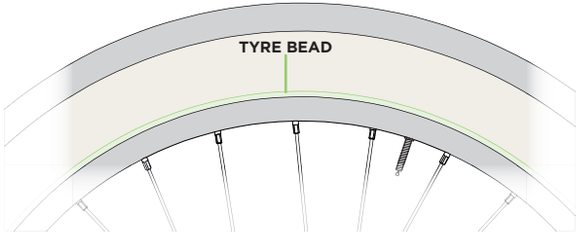
The condition of your wheels is key. The best maintenance for a wheel is preventative maintenance. Watch for these potential usage-created problems:

BUCKLED WHEELS

Bike wheels withstand great forces and weight. Watch for bent, loose or broken spokes that can cause your wheel to go 'out of true'. Because wheel truing is a complicated procedure it would be best to seek professional help if you feel the wheels need some attention. This is always better done sooner rather than later, as once a wheel loses its 'balance' or even spoke tension, it will deteriorate to a point where it is not possible to repair it.

SEATING TYRES

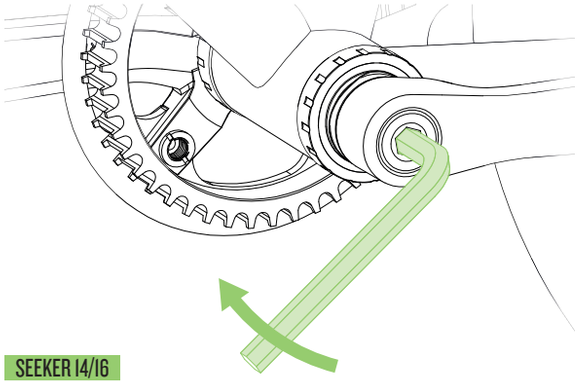
When re-inflating a tyre or after changing an inner tube ensure tyre is seated centrally on the rim. Look for an even bead distance around the edge of the tyre. You can re-seat the tyre by inflating the tyre to 95% of the maximum air pressure stated on the tyres sidewall.



SPROCKET, CRANK & FREEWHEEL

These are components that come under significant stress. The crank and front sprocket fit onto the bottom bracket of your bike and is held on at either side by a bolt. These are among the most important bolts to check regularly – once a week.

Make sure you have the right size tool (8mm Allen key) to fit the bolt. Tighten to 35nm. It is not uncommon for the cranks to settle on the axle of the bottom bracket during the first few rides. This can cause the cranks to loosen (indicated by a once a revolution creak or clicking sound under pressure) and could permanently damage the cranks.

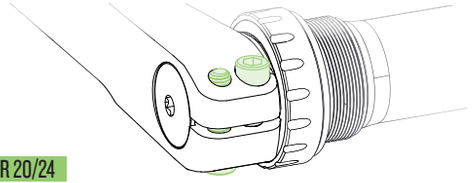


SEEKER 14/16

The Seeker 24 bikes are fitted with a 2 pc crank. The pinch bolts

located on the top and bottom of the non driveside crank hold the crank arm in place. The side crank bolt is a bearing pre load bolt. The pinch bolts should be tightened the pinch bolts to 14Nm.

Never ride your bike with loose cranks or pedals as this could damage your cranks which will never tighten up properly again.



SEEKER 20/24

IMPORTANT STUFF

Never ride your bike with loose cranks or pedals as this could damage your cranks which will never tighten up properly again.

SPARES AND REPLACEMENT PARTS

We carry a stock of replacement parts for your Early Rider bike including grips, tyres and inner tubes. Please visit the Early Rider website for a list of readily available parts.

www.earlyrider.com

If you can't find what you're looking or for any questions regarding the compatibility of parts please contact our customer services by phone or email.

CUSTOMER SERVICES

+44 (0) 118 996 0638

info@earlyrider.com

IMPORTANT STUFF

We only recommend using genuine replacement parts for safety critical components e.g. brakes, hardware and drive train.

USER INFORMATION

BIKE MODEL

BIKE SERIAL NUMBER

DATE OF PURCHASE

NOTES

LIMITED WARRANTY

Warranty coverage on your Early Rider frame, forks and components extends for TWO YEARS from the date of purchase while owned by the original retail purchaser.

This warranty does not cover:

1 Normal wear and tear. Including consumables such as tyres, grips, brake pads, inner tubes, suspension seals, bearings and cables.

2 Any damage, failure or loss caused by accident, misuse, neglect, abuse, failure to follow instructions or warnings in the owners' manual or manuals supplied with the bike referring to original equipment fitted.

3 Any damage, failure or loss caused by use of bicycles for stunt riding, acrobatics or other similar activities or in any other manner for which they were not designed. Bending of frames, forks, handlebars, seat posts or wheel rims can be a sign of misuse or abuse.

4 The original owner shall pay all labour charges connected with the repair or replacement of all parts. Under no circumstances does this limited warranty include the cost of shipment or transportation to or from an authorised Early Rider distributor or retailer.

USEFUL PRODUCT LIFE CYCLE

Every Early Rider bike and frame set has a useful life cycle. The useful life cycle is not the same as the warranty period. The warranty identifies the period of time that Early Rider will replace the product if this becomes necessary, this does not guarantee that the product will last forever. The length of the useful life cycle will vary depending on the type of bike, riding conditions and care the bike receives. Any non-standard use can substantially shorten the useful product life cycle of an Early Rider bicycle or frame set. All Early Rider bicycles and frame sets should be annually checked by an authorised Early Rider dealer for indications of potential failures including cracks, corrosion, dents, deformation, paint peeling and any other indications of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle of an Early Rider frame set.

As with all mechanical components, the bicycle is subjected to wear and high stresses. Different materials and components might react to wear or stress fatigue in different ways. If the design life of the components has been exceeded, it may suddenly fail, possibly causing injuries to the rider. Any form of crack, scratches, or change of colouring in highly stressed areas indicate that the life of the component has been reached and it should be replaced.

LIMITATIONS

Only bikes sold, assembled and collected from an authorised Early Rider dealer will be eligible for warranty. The foregoing warranties are in lieu of and exclude all other warranties not expressly set forth herein, whether express or implied by operation of law or otherwise, including but not limited to any warranties of merchantability or fitness for a particular purpose. Early Rider shall in no event be liable for incidental or consequential losses, damages or expenses in connection with its bicycle products. Early Rider's liability hereunder is expressly limited to the replacement of goods not complying with this warranty or, at Early Rider's discretion, to the amount equal to the purchase price of the product in question.

PROCEDURES

- Warranty service will be performed by Early Rider or an Early Rider authorised dealer. Warranties must be dealt with by your original point of purchase and a proof of purchase must be provided. Transportation to and from the Early Rider authorised dealer is the responsibility of the purchaser.
- Remote diagnostics are difficult. If you are contacting Early Rider please provide us with as much information as possible to help us make the most appropriate decision.
- Early Rider will have the option of either repair or repayment up to the amount equal to the purchase price of the product.
- In the event Early Rider elects to replace a defective frame, a new frame of equal or greater value will be provided. The new frame may not be the exact model purchased. Early Rider is not responsible for dealer labour charges for component changeovers when a frame is replaced.
- If you elect to repair a defective product yourself or use the services of someone other than an Early Rider authorised dealer, Early Rider will not be liable for any damage, failure or loss caused by the use of such unauthorised service or parts.

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